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HISTORY

509th Bombardment Wing (M)

November 1962

(Unclassified)

50619

Pease Air Force Base, New Hampshire

APPROVED BY:

Edward D. Edwards

EDWARD D. EDWARDS
COLONEL, USAF
COMMANDER

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Historian

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817TH AIR DIVISION

EIGHTH AIR FORCE, STRATEGIC AIR COMMAND

UNITED STATES AIR FORCE

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CHAPTER I

"ORGANIZATION - MISSION - PERSONNEL"

During the month of November 1962, the 509th Bombardment Wing (Medium), continued to support the higher headquarters directed increased alert and readiness posture. From the period 1 thru 15 November, routine training was at a standstill because of the tension caused by the Cuban crisis. With the authority from higher headquarters, the 509th Bomb Wing partially resumed flying on 15 November. And with the cooling down of the Cuban situation, the latter part of the month was used for normal flying operations. (C)

The Wing was commanded by Colonel Edward D. Edwards and his staff of highly trained officers, which were responsible for maintaining the Wing force of 49 B-47E stratojet bombers with 77 combat ready aircrews to fly them. There were 22 509th Bomb Wing KC-97C strato-tankers, with 36 combat ready refueling crews to fly them in air refueling operations. (C)

The organizational structure of the Wing re-

remained the same as previous months. This included an air refueling squadron (509AFRS), three tactical bombardment units, an administrative squadron, and ¹ three maintenance squadrons. (1)

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The mission of the Wing in brief was to:

"Organize and train a force capable of immediate and sustained long range offensive bombardment and air-to-air refueling operations in any part of the world, utilizing the latest technical knowledge and advanced weapons.

Be prepared to perform those tasks assigned in current emergency plans and related operations orders.

Participate in the reserve training program to the maximum extent by training and administering assigned reserve personnel and units.

Perform such special missions and assignments as the Commanding General, Eighth Air Force (8AF) may direct." (1)

Wing Manning - The 509th Bomb Wing had 445 officers assigned, (450 authorized) as of 30 November 1962, with 333 being present for duty at this station. The airman situation had an authorized strength of 1,420, 1,395 being assigned, and 1,204 present for duty. The comparison of this months figures and last months ³ figures were as follows:

Month	Authorized		Assigned		Present for Duty	
	OFF	AIN	OFF	AIN	OFF	AIN
October	450	1,420	452	1,383	292	1,212
November	450	1,420	445	1,395	333	1,204

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1. Strength Summary, 30 Nov 1962. Exhibit 4.
 2. Eighth Air Force Regulation 23-26, 7 Oct 1958.
 3. Strength Summary, 30 Nov 1962. Exhibit 4.

Co-pilot - Crew Commander Resources - Back in September 1962, it appeared that the 509th Bomb Wing would fall below the crew floor in co-pilot and crew commander resources. At that time, the Wing had 82 co-pilot resources. Three of these were at RUP, and one was at Bootstrap. Two other co-pilots could not be used in combat crew duties pending resolution of irregularities uncovered during background investigation. One of these was requesting release from active duty. Another co-pilot requested release from active duty in December. The Wing sent another co-pilot to RUP on 30 October. The net result was that in all probability the Wing would be at 74 co-pilots in December and that this figure would come about, prior to December depending on the outcome of pending actions. (C)

The Wing had 80 crew commander resources, two of which were TDY at Squadron Officer's School, and another crew commander was withdrawn to replace a retiring simulator instructor. A crew commander was DNIF and would remain in this status for over a 90 day period, so it appeared at that time that the Wing would be at 78 crew commander resources. With two still at SCS, a maximum of 76 crew commanders would be available for duty. (C)

4. Wing Commander's Remarks, Sep 1962.

Colonel Edwards requested that Eighth Air Force take the proper action to allocate crew commander and co-pilot resources to the Wing. (U)

In October 1962, SAC stated that four additional pilots and three navigators were programmed for the 817th Air Division, with reporting dates in November and that this would thus keep Pease up to the 1.8 ratio. In addition, Eighth Air Force Director of Personnel and the SAC Director of Personnel had been advised of the commander's remarks and that they would be taken
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into consideration. (C)

6. Ltr, 8AF DGOIC to QUESNO, et al, reply to Wing and Squadron Commander's Remarks in the Air Training Report for Sep 1962, Nov 1962.

CHAPTER II
"OPERATIONS AND TRAINING"

Alert Posture - During the period of 1 November thru 26 November 1962, the 509th Bomb Wing maintained the increased alert posture set by SAC. The Home Alert Force consisted of the following 509th aircraft: 14 B-47's, and two KC-97's. Twelve B-47's were reflex at Zaragoza Air Base, Spain. Twelve B-47's made up the 509th Dispersal Force detached to Logan International Airport at Boston, Massachusetts. One B-47 was at IRAN (Tulsa, Oklahoma) Inspection Repair Depot. And ten additional B-47 aircraft were generated here at Pease, accounting for the 49 B-47's assigned to the Wing. Besides the two KC-97's in Home Alert at this station, 22 additional KC's were generated here at Pease and eight KC-97's were reflex at Goose Air Base, Labrador. This accounted for the 22 KC-97's assigned to the 509th Bomb Wing. (S)

The normal alert posture resumed on 27 November 1962. With this, the Wing maintained 14 B-47's and two KC-97's in Home Alert. Nine B-47's were on reflex at Zaragoza Air Base, Spain and six KC-97's were reflex at Goose Air Base, Labrador. (S)

1. SAC VI, In accordance with SACM 55-8 Vol II, Oct - Nov 1962.

Unreliable RSS Runs - Three unreliable TOLL ROAD radar bomb site runs were recorded during November. Causes for unreliability was given as synchronous and aiming point error and a timing error. Seven unreliable WATERTOWN radar bomb site runs were also reported for the month. With unreliability being charged to computer malfunctions, a camera scored under 200 feet, tone would not turn off on one, crosshair displacement and crew procedures. ² (C)

RBS/Nike Information for Reflex Missions - Four reflex deployment sorties were scheduled and four were accomplished. Five reflex redeployment sorties were scheduled and five were accomplished. No RBS/Nike runs were scheduled on reflex deployment sorties and none were accomplished. Five RBS/Nike runs were scheduled on reflex redeployment sorties and none were accomplished. The reasons for nonaccomplishment was because of two runs lost due to low fuel, one run lost because site would not give clearance for release, and two runs lost due to radar malfunctions. ³ (C)

RBS Express EXTRA EFFORT - With the resumption of flying within the Wing, the 509th began flying the next Eighth Air Force directed radar bomb scoring express, EXTRA EFFORT. As of the end of the month,

2. Wing Commander's Remarks, Nov 1962. Exhibit 5.

3. Ibid.

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the 509th Bomb Wing had attempted ten runs, with all ten being reliable for a 100 percentile score. This mission continued into the month of December and the final results of this mission will be covered fully in next months history. (C)

The results of the Semi-Mobile Express "TOLL ROAD GOLF" for the month of November was as follows:

	Runs Attempted	Runs Reliable	Percent
509th	20	18	90.0

Increased Alert Posture - On 1 November 1962, SAC announced that plans were being made to utilize 12 Pipe Cleaner aircraft based at Lockbourne Air Force Base to augment the General Reserve Force. Two of these aircraft were to be dispersed to Logan International Airport under the 100th Bomb Wing. (S)

However, due to the Logan Dispersed Force of the 509th Bomb Wing saturating the facilities, the 817th Air Division recommended that these aircraft be placed on alert at Pease instead of Logan. (C)

Housing facilities at Logan had reached the saturation point with the present force in place. Plans called for 146 personnel, but by directives from SAC, there were 225 personnel in place at Logan. Bilets as such were not available and crews were living in

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4. 817DO Historical Report, Nov 1962.
 5. ZIPPO 11-023, 1 Nov 1962.
 6. ZIPPO 11-007, 817AB to 8AF, 1 Nov 1962.
 7. Ibid.
- [REDACTED]

administrative offices of the National Guard. Air-
men were living in the auditorium that had been con-
verted into a dormitory and was overcrowded at the
time. (C)

Aircraft and crews deployed to Logan owned by
the 100th Bomb Wing would have to be under operational
control of the 509th Bomb Wing as there was no room
for another command section. It was pointed out that
it was not a desirable situation and should be avoided. (C)

It was recommended that these aircraft be put
on alert at Pease to facilitate control, improve
living conditions and to assure that these aircraft
which had a doubtful maintenance status, could be
maintained. (S)

If it was necessary to deploy two aircraft from
the 100th Bomb Wing, first preference was Logan, second
preference was Burlington. (S)

As early as 5 November 1962, plans were being
made ^{for} redeployment from the dispersal base. Upon
receipt of instructions from higher headquarters, the
requirement would exist to recover 12 B-47 dispersal
aircraft of the 509th Bomb Wing from Logan International
Airport in Boston, to its home station of Pease. ⁹ (U)

Detailed instruction covering fuel down loading,

8. Ibid.

9. 817AD Dispersal Recovery Plan, 6 Nov 1962.

weapons, preparation. ATO preparation, gunnery, chaff, launch schedules, ground and air safety, transportation requirements, security, and complete termination of dispersal phase were outlined in the revised 617th Air Division Dispersal Recovery Plan. (U)

The mission was to safely recover all dispersed aircraft to the home station. To recover all equipment and personnel from the dispersal area. And to accomplish complete clean up of all facilities utilized by the dispersed force during the dispersal period. (U)

Then on 9 November 1962, CINCSAC directed a reduction in the SAC EMO posture which provided a modified DEMCON

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2. The effective date for starting this reduction was 15 November 1962. This reduction was to provide one training sortie per month per crew plus non-combat ready crew training in all units. There was to be retention of the maximum force posture image to include utilization of all dispersed bases. Also resumption of all non-tactical flying, which would not interfere with the primary EMO mission support. Authorization was received from headquarters SAC to fly four B-47 and two KC-97 aircraft on an "as required" basis. The purpose of this authorization was to provide "minimum essential training" for the assigned tactical aircrews. (S)

10. Ibid.

11. Lsg, SAC to n.k., KC8937, 9 Nov 1962.

12. 617DO Historical Report, Nov 1962.

On 13 November 1962, the DEFCOM 2 posture was further modified to include provisions for implementing a previously approved B-47 anti-icing modification-¹³ program IAW TO 1B-47-1168. This program, coupled with the authorization to commence delivery of aircraft to IRAN (Tulsa, Oklahoma), reduced the capability of the base tactical units to provide a sufficient number of "non-alert" aircraft for training purposes. As a result, headquarters SAC directed that three B-47 aircraft from Lockbourne Air Force Base, Ohio, be placed on loan to the 509th Bomb Wing to enhance their flying training capability. These aircraft, provided by the 376th and 301st Bomb Wings, arrived at Pease on 13 November 1962. (S)

The 817th Air Division sent a message to Eighth Air Force giving details of the program developed¹⁴ for Pease Air Force Base. For the flying schedule, the 509th Bomb Wing was to employ a cycle of seven days alert, three and a half days off and return to alert with the fly day scheduled within the three and a half day off duty period. Crews were to be afforded 20 to 24 hours off prior to flying. (S)

In the light of the number of alert sorties assigned and the average crew availability, this extreme schedule

13. Ibid.

14. ZIPPO 11-215, 817AD to 8AF, n.d.

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which included all 50-24 and 50-8 requirements that could be given and included formal special weapons and tactical doctrine, IFM and other such courses, as well as self study periods. (U)

From the period 1 thru 25 November, continued emphasis was placed on training. Support and maintenance personnel were in place at Logan to insure that plans and aircraft were in a top readiness posture at all times. (U)

With the improvement of the world situation, termination of the B-47 Dispersal Force was authorized, effective 24 November 1962 at 1800Z. Tanker aircraft dispersed in support of this force would be returned to the home station. Aircraft would not be regenerated upon arrival at their home stations. Execution orders would be delegated to parent numbered Air Force Commanders. Redeployment would be accomplished at discretion of the Air Force Commanders under peace time criteria. Amplifying instructions were to follow and no other degradation of posture was authorized at that time. (S)

Then on 26 November 1962, a message directed the return of the 509th Dispersal Force to Pease and released the aircraft to be available for normal training. The dispersal recovery went as follows:

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18. ZIPFO 11-804, 24 Nov 1962.
 19. ZIPFO 11-843, 26 Nov 1962.
 20. 509EW Flight Logs, 25 Nov 1962.
- [REDACTED]

<u>Line No.</u>	<u>Aircraft Commander</u>	<u>TAC C/S</u>	<u>Sortie Number</u>	<u>Tail No.</u>	<u>ETD</u>	<u>ATD</u>	<u>ETA</u>	<u>ARR.</u>
84	LAUGHLIN	11	34	0554	1330	1345	1405	1406
85	CHARPENTIER	32	35	0230	1400	1415	1435	1433
86	STANDERWICK	25	36	0486	1345	1400	1420	1419
87	GRANAM	44	37	0334	1500	1545	1535	1534
88	SCHNECKLOTH	27	40	0479	1415	1445	1450	1449
89	READY	16	41	0313	1515	1600	1550	1549
90	BOOTS	35	38	2032	1545	1615	1620	1618
91	DUGARD	20	39	2313	1530	1615	1615	1603
92	MANI	37	42	0551	1430	1500	1505	1504
93	R. JONES	41	43	0360	1444	1515	1520	1519
94	CARSON	60	44	0560	1315	1330	1350	1349
95	LANGHORNE	23	45	0484	1300	1723	1743	1744 (S)

Upon notification of the return of the Dispersal Force to Pease, work was began by all support and maintenance personnel to return all equipment to Pease. Units involved in this move were: 509th Organizational Maintenance Squadron, 509th Field Maintenance Squadron, 509th Armament and Electronics Maintenance Squadron, 817th Medical Group, 41st Munitions Maintenance Squadron, 817th Combat Support Group Headquarters Squadron, 817th Petroleum Oil and Lubrications Section, 817th Transportation Squadron, 817th Operations Squadron, 817th Combat Defense Squadron,

817th Supply Squadron, and the 817th Food Service Squadron. (U)

All personnel and equipment which made up the Dispersal Force was returned to Pease without any real problems encountered. (U)

At 2310 hours, 27 November 1962, authorization was received from SAC to return to DEFCON 4 alert posture. operationally, this allowed units to resume normal flying activities and new schedules were implemented immediately. ²¹ (S)

From 27 November 1962 through the end of the month, the Wing resumed normal flying training operations. (U)

Summary - With the Cuban crisis still being the top priority in SAC, the 509th Bomb Wing continued to support the increased alert and readiness posture. During this period, many of the 509th staff sections used this time to catch up on some of their backlogs of work. With the reduction of the DEFCON alert posture, the Wing partially resumed flying within set standards prescribed by higher headquarters. The return of the Dispersal Force to Pease signaled the return of operations to normal. (U)

21. 817DO Historical Report, Nov 1962.

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and continued the Tulsa Mod Program. At the same time, between 13 and 15 November 1962, three B-47 aircraft were loaned to the 509th Bomb Wing to be used in its local flying program. Borrowed aircraft were as follows: (S)

<u>Tail No.</u>	<u>From</u>	<u>Configured</u>	<u>TOC 1168</u>	<u>Arr P</u>	<u>Dep P</u>
51-7046	Lockbourne	Single Sling	No	13 Nov	27 Nov
51-7078	Lockbourne	Single Sling	No	13 Nov	27 Nov
51-7048	Lockbourne	Single Sling	Yes	13 Nov	29 Nov

(51-7046 - rotated through reserve sortie line numbers, against which no mission was assigned. 51-7078 - turret controls and ECR equipment were not complete on this aircraft. 51-7048 - Lockbourne contacted concerning accomplishment of TOC 1168, planned to be accomplished by 7 December 1962.)⁴ (S)

Flying Resumed - Actual flying started on 15 November 1962 with seven B-47's being flown by the 509th Bomb Wing for all purposes. Each day from the 15th of November, the Wing flew from five to seven aircraft each day for proficiency training and other purposes. Defense condition 2 was modified on 21 November to allow all crews, mobile recovery team members and leap frog personnel to be placed on telephone alert at home, or at work, rather than living in BOQ's and barracks. (S)

Redeployment - Word was received on 24 November

4. Ibid.

1962 to redeploy all 12 509th Bomb Wing B-17 at Logan International Airport back to Pease. During the interval of time between deployment in October and redeployment on 25 November 1962, the Annex "X" of the 817th War Support Plan had been reviewed and re-written into a complete plan. This plan was implemented and all 12 aircraft were returned during daylight hours on 25 November 1962. Downloading at Logan consisted of removing ATO bottles, downloading fuel to 33,000 pounds (with 11 in FM, 11 in GII, and 11 in AII), and launching for the home station. Facilities of the Air Guard at Logan were policed up and returned to their original status. ⁵ (S)

Normal Alert Resumes - DEFCON 4 was declared at 1810 hours, 27 November 1962, and all activities went back to normal routines. All follow-on aircraft had been downloaded, weekly 60-9's were being reprinted for resumption of full flying activity. (S)

Training Program - The period 1 thru 27 November was marked by an intensive training program and many self-help improvement programs. ⁶ The training program started in October, was continued on into November and once again, the 202A Field Training Detachment provided the 509th with excellent support. The Wing trained an

5. Ibid.

6. 509DGM Historical Report, Nov 1962.

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